

## NEW HAVEN'S FINEST TRAINS CRASH IN FOG; SIXTEEN KILLED, THIRTY ARE INJURED

### LATE EXPRESS PLOWS INTO ANOTHER

Old Wooden Pullmans in Bar Harbor Train Smashed Into Fragments.

#### New Haven Wrecks In Two Years

Date.	Killed and Injured.
June 8, 11.....	4
July 12, 11.....	112
August 28, 11.....	60
October 15, 11.....	7
June 11, 12.....	8
July 25, 12.....	7
August 8, 12.....	21
October 3, 12.....	59
November 16, 12.....	35
February 22, 13.....	21
June 12, 13.....	25
September 2, 13.....	70
<b>Total</b> .....	<b>429</b>

### How a New Haven Road Wooden Pullman Coach Is Telescoped by a Rear End Collision



June 28, 1913, the first section of a New York-Boston express train was standing at the Stamford station. The second section over-ran its signals and crashed into the first. The Pullman Skyline (old and built of wood) was telescoped on the first section engine. Five were killed and twenty injured. Today's accident in many ways is a duplicate of this.

### CONDUCTOR SAYS MIST HID THE SIGNALS

When Bar Harbor Train Was Seen Collision Could Not Be Averted.

#### Official Statement Of Road's Chief

White Mountain express, first section, No. 95, due in New York at 7:32 a. m., ran into the rear end of the second section, No. 91, Bar Harbor express, due in New York at 7:36 a. m., one mile north of North Haven, Conn., at 6:55 a. m. Thirteen dead have been taken out. The weather was extremely foggy.

**WOODWARD,**  
General Superintendent

NEW HAVEN, Conn., Sept. 2.—Trapped in their berths as they slept in the old wooden Pullmans of the Bar Harbor express, at least sixteen, perhaps more, persons were killed and more than a score seriously injured early today when the heavy engine of the White Mountain express plowed through the antiquated coaches on the New York, New Haven and Hartford railroad. The engineer and fireman, of the White Mountain train, jumped and escaped injury, but they saw the train ahead only in time to apply the emergency brakes.

The trains in collision were two of the most popular for New England travel. They were returning to New York heavily loaded with passengers who had spent summer vacations or Labor Day at New England resorts. Engineer A. B. Miller, of the White Mountain express, was arrested soon after the wreck and is held for action by the coroner.

The wreck occurred at 6:55 near North Haven, Conn., and practically all the passengers were still in their berths. As they were clad only in night clothing identification of the dead was difficult. The express trains were running in two sections. The second section of the Bar Harbor express, consisting of seven Pullmans, had stopped for a signal when the first section of the White Mountain bore down upon it. The weather was foggy, and according to trainmen of the second section, no danger lights were displayed and no flagman came back to warn them of the presence of the train ahead.

#### FORTY-FIVE MILES AN HOUR.

The White Mountain express was traveling at a speed estimated at forty-five miles an hour when Engineer Miller sighted the cars ahead. The two rear wooden Pullmans were smashed into a thousand pieces when the heavy engine struck. The third car was partly telescoped and stood upon end with the engine acting as its support.

In addition to the dead taken from the wreckage, it is feared some of the injured will die. Robert Myhan, of Philadelphia, is in a serious condition, and it is believed his back is broken. Philo Hotchkiss, of New Haven, was so seriously injured that it was necessary to amputate his leg immediately. He died soon afterward. His brother, Royal Hotchkiss, is missing.

It was only yesterday that Howard Elliott, former

**HOTCHKISS, R. A.**, son of Leonard Hotchkiss, of C. W. Scranton & Co., brokers, New Haven.  
**HOTCHKISS, PHILO**, New Haven.  
**RUTTER, FRANK B.**, vice president and sales manager, Scranton Bolt & Nut Co., Scranton, Pa.  
**ALTSCHUL, WILLIAM**, Norfolk, Va.  
**GREEN, ALBERT**, New York.  
**AVERY, HAROLD**, New York, died on way to the hospital.  
**MARTIN, H. F.**, Bryn Mawr, Pa.  
**IMIA, HARRY K.**, home not known; died in the hospital.

president of the Northern Pacific, became head of the New Haven system, succeeding Charles S. Mellen, whose resignation took effect Saturday.

The management of the New Haven drew heavy criticism because of its record of eleven disastrous wrecks within the past two years.

The twelfth and most serious of all, today, was reflected on the stock exchange when New Haven stock dropped three points soon after the opening because of the belief that heavy expenditures would be necessary to replace the old equipment of the road.

#### WERE PASSING THROUGH FOG.

Among the injured passengers on the Bar Harbor train were George W. Gallinger, of New York, and B. A. Stroock, of Newburgh, both of whom were cut and bruised. They said they were awakened by the stopping of the train and knew that another train was behind them. They took notice that there was a dense fog. As far as they could tell the danger signals of their train were set. But the White Mountain train, they said, came along as though the road were clear.

## LIST OF DEAD

**YANN, ROBERT**, Philadelphia, died in hospital.  
**UNIDENTIFIED WOMAN**, five feet six, 125 pounds, gold ring engraved: "For Life or Death, April 30, 1874."  
**UNIDENTIFIED WOMAN**, with handbag marked "M. H. M." or "M. H. H."  
**UNIDENTIFIED MAN**, about 30, green stone gold ring marked "S. C. F."  
**PLACE, CHARLES W.**, broker, New York.  
**AZONER, HARRY**, New York.  
—, **MARY JANE** (last name unknown).  
**UNIDENTIFIED WOMAN**, about 20, pearl necklace, gold chased ring.

"Our car was lifted right off the tracks," Gallinger said. "It was turned over and pushed down an embankment. So far as I could tell, everybody in that car got out alive or was taken out. There was a long delay before we had any assistance from a wrecking train. Every car was crowded. More than an hour after the collision, the injured men were ordered into the parlor car, and in it we were brought to New Haven."

E. Alexander, of New York, a passenger on the Bar Harbor train, was uninjured and was one of the first to tell of the wreck. He came to New Haven on a special engine sent to bring doctors to the scene.

"We were passing through a dense fog," he said, "when there was a tremendous crash. I was asleep, as were nearly all the others, and I think the impact broke the necks of some. Those of us who were able, made for the doors and I climbed over the forms of men and women. I saw at least six passengers who were killed outright in their berths."

One body of a man was taken from the telegraph

wires by Policeman J. B. Roache, of New Haven. The body was mutilated beyond recognition.

"The poor fellow must have been killed instantly and shot through the air like a bullet," said Roache.

More than fifty yards from the wreck a skull from which practically all the flesh had been cut, was picked up. It was brought back to New Haven by an officer. In the car barns morgue is a headless body.

#### OLD WOODEN CARS BLAMED.

WESTPORT, Conn., Sept. 2.—News today that the wrecked Bar Harbor express was composed of eleven antiquated wooden Pullman cars, recalled the circumstances of the New Haven wreck here on October 3 last, when nine persons were killed and fifty injured. After the investigation, the coroner's verdict said:

"Steel rolling stock would probably have averted loss of life among the passengers."

#### STEEL CAR LEGISLATION PROMISED

"The only reason Congress hasn't passed a law requiring universal use of steel cars on railroads, is because the railroads said they were equipping their lines with steel coaches just as fast as they possibly could."

This was the statement today of Chairman Adamson, of the House Interstate Commerce Committee, in charge of such legislation regarding the Wallingford wreck today.

"This committee and the Interstate Commerce Commission have been co-operating for five years in spreading the use of steel cars," Adamson explained. "The committee now has several bills before it, proposing compulsion by Congress for use of steel cars. We have carefully considered the question for five years. The railroads have been replacing wooden coaches with steel, they say, as rapidly as the output of the Steel trust will permit them."

"The committee proposes to give further and early consideration, however, to this line of legislation."

#### J. PIERPONT MORGAN DISPLEASED

NEW YORK, Sept. 2.—"We don't like this sort of thing to happen," said J. Pierpont Morgan, the financial head of the New Haven road, when he appeared at the New Haven offices today with George F. Baker, president of the First National Bank, and another of the financial heads. They declined to talk further, saying only that they had gone to the offices as soon as they heard of the wreck.

#### PROHIBIT WOODEN CARS, SAYS TALCOTT.

Congress must prevent such railroad wreck fatalities, as occurred today, by passing a law prohibiting use of wooden cars. This was the declaration today of Congressman Talcott of New York.

"I have a bill now before the House which compels all railroads to use steel cars, not only for passengers, but baggage, express, and mail

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